

The Hongkong Telegraph.

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MONDAY, AUGUST 16, 1909.

一拜禮

日六十月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$1,500,000 at 2/- = \$15,000,000
Silver \$14,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1909. [30]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,375,000
RESERVE LIABILITIES OF PROPRIETORS \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON,
Manager.

Hongkong, 5th April, 1909. [32]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$1,250,000
ABOUT MEX \$7,251,212

RESERVE FUND GOLD \$1,250,000
ABOUT MEX \$7,251,212

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 per Cent. on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per Cent. per annum.

No. 3, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [18]

NEDERLANDSCHER HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society).

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (€3,750,000).

RESERVE FUND FL 1,135,745 (about £10,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Siam, Surabaya, Cherbon, Tegal, Pecalongan, Patasoran, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Achene), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 1/2 per Cent. on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.

Do. 6 do. 4 per do.

Do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 22nd July 1909. [29]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS 15,500,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO, OHIO, TIENSIN, K. J. J. USAKA, NAGASAKI, NEWCHWANG, LONDON, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTUNG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposit:
For 12 months 4 1/2 per Cent. p.a.

For 6 months 3 1/2 per Cent. p.a.

For 3 months 3 per Cent. p.a.

TAKAO TAKAMICHI,
Manager.

Hongkong, 1st July, 1909. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909. [21]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank, S. Bleichroeder, Berlin.

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt

Jacob S. H. Stern, a.m.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITHS BANK LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KORN,
Manager.

Hongkong, 4th December, 1907. [13]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON. REMARKS.

SHANGHAI DEVANHA Capt. H. Powell About 19th Aug. } Freight and Passage

LONDON, &c., via usual Ports CALEDONIA Capt. W. Hayward Noon, 21st Aug. } See Special Advertisement.

LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID SVRIA Capt. D. C. Gregor, R.N.R. About 25th Aug. } Freight and Passage.

SHANGHAI, MOJI, KOBE, NILE Capt. E. P. Martin About 27th Aug. } Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th August, 1909. [4]

Intimations.

LANE, CRAWFORD & CO.

UPHOLSTERY DEPARTMENT.

ARE NOW SHOWING

CHESTERFIELD SETTEES.

NEW DESIGNS IN EASY CHAIRS.

OCCASIONAL AND FANCY CHAIRS.

EXCLUSIVE PATTERNS IN CRETONNES.

LOOSE COVERS MADE BY EXPERIENCED

MEN.

LANE, CRAWFORD & CO. [30]

"AQUARIUS."

A PURE,

DISTILLED TABLE WATER

IN

Quarts, Pints and Splits.

CALDBECK, MACGREGOR & CO.

Hongkong, 21st July, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

HOTEL CRAIGIEBURN.

PRINCE'S GAP, the PARK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909. [32]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,165 Tons, "FATSHAN" 2,165 Tons, "KINSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Lintan" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 22nd AUGUST.

S.S. "SUI-AN,"

will depart from the COMPANY'S WINGLOK STREET WHARF at 9 A.M.

Departure from Macao 3 P.M.

Fares: Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Pier. [5]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager. [6]

GRAND CARLTON HOTEL.

8 & 10, ICE HOUSE ROAD,

Telephone No. 812.

Telegraphic Address—"GRAND" Hongkong.

RENOWNED

For Luxury, Comfort, Quiet, Freshness and

Excellent Cuisine.

O. E. OWEN,
Proprietor.

Hongkong, 10th August, 1909. [35]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,
Proprietor.

N. BEUMESNIL,
Manager.

Telephone, 170.

Telegram "Astor."

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Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscks	About FRIDAY, 21st August.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN" Capt. B. Wilhelm	WEDNESDAY, 25th Aug. Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. E. Zacharias	About THURSDAY, 26th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscks	About FRIDAY, 10th September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th August, 1909.

[5]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
ES, VIA PORTS	ERNEST SIMONS	Girard	17th Aug. at 1 P.M.
KOBE, YOKOHAMA	AUSTRALIEN	Riquier	18th Aug. at 10 A.M.
KOBE, YOKOHAMA	POLYNESIAN	Broc	30th Aug. P.M.
ES, VIA PORTS	TOMKIN	Charbonnel	31st Aug. at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £77.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 16th August, 1909.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

R.S. "CHARLES HARDODIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

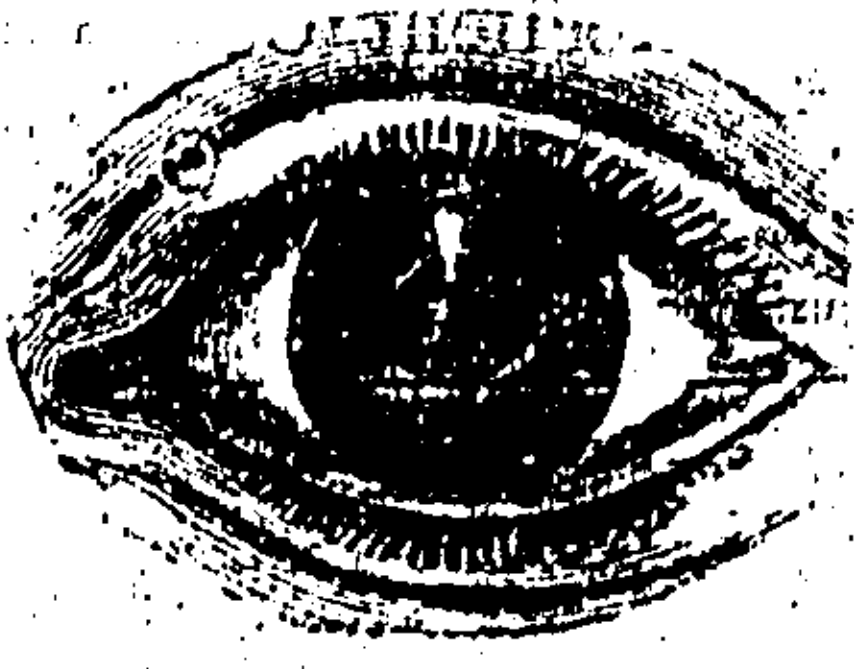
For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents.

BARRETTO & CO., Hongkong.

Hongkong, 5th October, 1908.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

We'll test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight."

LONDON,
1, John Street, Bedford Row, W.C.
Hongkong, 4th March 1908.CALCUTTA,
19, Bechook StreetSHANGHAI,
556, Hankow Road.

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Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama Harbour, and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

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To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909.

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TO LET.

IN No. 6, DES VOEUX ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants' Quarters, next to the Masonic Club.

Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 6th August, 1909.

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TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909.

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TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909.

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TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 OLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD. A HOUSE in RIVINGTON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRINCE OF WALES BUILDINGS, and No. 16B, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE, No. 10, DES VOEUX ROAD CENTRAL 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—
THE COMPASSDORE DEPARTMENT, E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 14th February, 1909.

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TO LET.

GODOWN No. 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

[19]

CURRY AND RICE.

After doing ourselves proud one Sunday-ride in the morning, a snack at half past nine, and something out of tumblers later, followed by a real good breakfast-stiffin, at which curry and rice formed the foundation, as it were, a moving foundation, someone said, the conversation turned on the meaning of curry. The argumentative man, who always has an explanation ready, generally wrong, but that don't matter, said it came from the same root as to curry a horse, namely to dress. Curried fowl was dressed (also undressed of the feathers) hen, and the curry itself was rubbed down, pointing triumphantly to the horizontal tombstone of granite that stood with its stone pillar outside the kitchen. He also tried to make us believe that "to curry favour" was a perversion of "to curry the fawn (cheerful) horse," a similar word coming from the Latin fabula, fattery, hence a fib. It was too hot to explain that the authorities believed in the Persian "khar," meat relish, which is defined as a kind of dish much used in India and composed of cayenne pepper, garlic, turmeric, coriander, ginger and other spices. Anyhow the curry was there, reminding one of the story of the vulgar little boy who showed his companion a biscuit and asked him to take a good look at it, as he wouldn't see it again. Like our curry.

The theory of making curries in the Straits is one not to be lightly propounded. If the Menu is very keen, she may intrude on Cookie's dominion and watch the process, unless he objects, as he mostly does. She will then see a bastard curry, made by rule of thumb, by one of a nation who doesn't know what curry is, and hide-bound by the tradition of what is fit for Master to eat. Ah, Sir's curry is worthy of the chef's name in only one respect, the wicked charges he makes for it. Another way is to give the Celestial god a holiday and ask Mrs. Ahm! to come in and show the Menu how to make curry. Ahmat is the pukka Malay-tambi, who gets curry about once a month, at a big feast or kenduri, when all the noted chefs of the surrounding houses are called into consultation. That is a Malay curry, truly, very tasty, very fatty, and conducive to afternoon naps, as our heaviest Sunday hogger put it. Mrs. Ahmat, be told that what is wanted is a typical Malay curry, and not a bualan puaas curry, and if due time and two or three dollars be given her, she will bring the necessary ingredients up to the house some morning when the Tuan has gone to town, and by one o'clock she and the Menu will be very hot and very tired. There will be enough curry and rice for a large tiffin party, and an appetite in inverse proportion. Some of the "real" curry will be eaten and the rest, it is such a treat you know, will be reserved for dinner, when the Tuan is expected to try it. Now in these days, what self-respecting business man can be expected to top up a hard day's work with the usual meal and an additional unaccustomed curry! Besides, curry can't be enjoyed by candle-light, nor after more than one pahit, and, certain not following the four steagards that medical advice allows for the interval between bank closing and the dinner gong. No. The only day on which to eat curry and rice is that which falls between Saturday and Monday. The flesh need not be mortified on that day, or if it must, then there is the afternoon service in go-to-meeting clothes.

All this, however, is a long way from the disquiet which is naturally expected about the one dish that excites the appetite and curiosity of one's friends at home, and which is popularly supposed to take the place of all the standard dishes that grace the breakfast and luncheon table of Europe. So much is this ingrained in the home mind, that when on leave the Anglo-Indian (which graceful term has been held to include those who come out to the Straits for Scotland's good) is tempted by a special dish of curry, made in honour of your safe return. Said curry consisting of rabbit or fowl (who wants to eat fowl at home) stewed with a table-spoonful of jalapy coloured stuff taken from the bottle prepared by the well known catering firms, or, more economically, bought by the penonorth from the chemist who has kept the snuff powder in the next drawer to gentian root. "Oh, yes, excellent, I assure you. Not quite the same as the Katong brand, but that is made from fresh spices. Thank you, just another slice of that delicious cold beef." The other kind of curry that the Old Hand delights in is ship curry. We always go back for another helping. By the way, ship curry has to be eaten in the China fashion, with a fork. No spoon.

The constituents of a proper curry are as follows—however, if the Printer-man does his duty, it will be about the place of Turk over, and the example of the Wise Man of Perak is to be followed. Mrs. Em. Walker of Ipoh has issued an everyday cookery book for the Straits and the Federated Malay States. We do not attempt to distinguish the dishes peculiar to each district in this excellent little publication, which is meant for the use of bachelors condemned to live in the jungle, and Mems condemned to live in the Bungalow. The book is really a useful addition to any house-keeper's library, eight appetizers, thirteen soups, nine fish dishes, etc. The interest in connection with this article is that there is not a single word about curries, not a single recipe for cooking rice. Next time we shall have to propound the difference between curry and rice and rice and curry; between blechan and mami; between telor asing and telor ikan goring. —W. M. in Singapore Free Press.

YUEN HING,

No. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL DEALERS.

In all kinds of hand-made DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, FEWTER WARE, &c.

all of the best quality.

Hongkong, 9th August, 1909.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and D'UM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE-EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that a typhoon is believed to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean-Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tau Kol.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light-houses.

F. G. FISS, Director.

1909 July, 1909.

TYPEWRITERS

-FOR-

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Voeux Road, Central,

Hongkong.

[46]

[57]

Intimations.

Powell's

Furnishing Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR)

are making a special show of household and office furniture.

HIGH

grade examples of which may now be seen in our showrooms.

Completely finished and artistic bedroom suites, with teakwood bedsteads "en suite," Dainty Writing Tables in attractive designs, Curio and Silver Tables, lined with silk and plush, and a host of other articles of a

CLASS

rarely seen previously in Hongkong.

We are steadily and consistently improving the tone and general finish of Colonial made furniture.

We are paying very special attention to the modern methods in Office Fittings, and have several examples of our work ready for inspection.

The Card-index system cabinet is a very special feature with us, and general office

FURNITURE

such as, Roll Top Desks, Typewriter Desks, may always be seen and the advantages of our makes explained, by a visit to our showrooms.

OUR

ILLUSTRATIONS

OUR

TIME

OUR

EXPERTS

OUR

ADVICE

AT YOUR DISPOSAL

POWELL'S

ALEXANDRA BUILDINGS.

and

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 11th August, 1909.

Intimations.

IN THE MATTER OF THE GOODS OF A. S. LATT, Deceased.

ALL Claims against the Estate of the late A. S. LATT, Chief Engineer, S.S. "Kutang," who died at Sea on the 2nd August, should be sent to the undersigned before the 11th day of September, 1909.

C. W. BECKWITH, Lieutenant, R.N., Harbour Master.
Hongkong, 12th August, 1909. [588]

IT is hereby notified that a MEETING of HIS MAJESTY'S JUSTICES of the PEACE for the Colony will be held at the Magistracy, at 2.15 P.M., on MONDAY, the 23rd August, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1895 and 8 of 1908, viz:—

From one NATHANIEL WONG for the transfer to him from one ARTHUR E. GAGNON of the publican's licence to sell by retail intoxicating liquors on premises numbered 2, Pak Shui Wan, under the sign of "The Belle View Hotel."

F. A. HAZELAND, Police Magistrate.
Hongkong, 12th August, 1909. [591]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m.	7.30 a.m. to 10.00 a.m. ... Every 10 minutes.
11.30 a.m.	12.00 a.m. to 12.45 a.m. ... Every 15 minutes.
12.45 p.m.	1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m.	2.15 p.m. to 2.45 p.m. ... Every 15 minutes.
2.45 p.m.	3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m.	4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m.	5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

NIGHT CARS.
4.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.
Saturdays.
Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.
Established 1st April, 1900. [587]

THE DRAPERY EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE

USEFUL ARTICLES

OF

CLOTHING, FANCY GOODS

and TOYS

AT

VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season

Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, SHIRTINGS, ALPACAS, HOSIERY, ENGLISH and AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 16th April, 1909. [346]

O. C. MOOSA

1 & 3, D'AGUIAR STREET

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVELINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

—Samples on application, Coast Port orders carefully executed.

Hongkong, 14th September, 1909. [37]

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1909. [565]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 27th July, 1909. [559]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS per Share.

DIVIDEND WARRANT may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, 13th August, 1909. [590]

Intimations.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche"

& Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5/50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909. [40]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS and ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Pongtong 16th August, 1909. [48]

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minutiae a specialty.

Hongkong, 1st September, 1909. [18]

P. 37. 15. ISLAND QUESTION.

A Tokyo dispatch states that the Japanese Consul at Canton and the Chinese Commissioner appointed to investigate the Peking Island question are pushing on the negotiations for a settlement. The Chinese Commissioner raises no protest against the value of the business of Mr. Nishizawa on the island as assessed by him, but if this is to be paid he demands that the phosphates carried away by Mr. Nishizawa from the island be returned.

WOMAN ATTACKED BY A BEAR.

ADVENTURE IN Gifu PREFECTURE.

Two women and a young girl who were wandering about near a wood in Oso district, Gifu prefecture, on the 27th ultimo, were suddenly pounced upon by a bear, said to be about seven feet in length, which rushed out of the wood at their approach. With a shriek they attempted to escape, but the bear reached the elder of the women, knocked her down, and bit her. Meanwhile the other two ran off, but the young girl floundered into a muddy pond close by. Hearing the noise the bear left its prey and made for the pond. However, the girl managed to clamber out on the other side covered with mud. By this time the cries of the women had attracted some villagers upon seeing whom the bear disappeared into the wood. The injured woman was carried into the village, where it was found that her wound was of a serious nature and might prove fatal. At latest advices, the villagers, who were greatly alarmed to learn that a bear was in the vicinity, were endeavouring to form a cordon round the wood, and were lying in wait for the animal, armed with farm implements and various nondescript weapons. There are some sequestered spots in the mountains of Gifu prefecture, but the existence of a bear seems rather doubtful. Bears, moreover, will seldom attack human beings at a time when the vegetation is on which they live can be obtained in large quantity. Possibly the women were attacked by a wild dog.—*Japan Chronicle.*



A STAGE SECRET.

WELL-KNOWN LADY ARTIST TELLS HOW SHE RETAINS HER STRENGTH AND BEAUTY.

"It is quite exceptional now-a-days," says an important London paper, "to find an actress who has not mastered the secret of preserving her good looks, despite the late hours and the ill-ventilated atmosphere at the theatre."

In the course of an interview lately, Miss Florrie Florzell, the clever English contortionist and gymnast now touring in China with Harcourt's Circus, threw some interesting and instructive light upon this subject. As is well known, Miss Florzell is styled "The Flexible Aerial Beauty," and is almost as famous for her charming appearance as for her skill and daring, on the trapeze. It is of the utmost importance to an artiste dependant so entirely on complete "fitness" of nerve and muscle as Miss Florzell is that at all times her health should be in perfect condition, for failing this she could no longer perform the difficult and dangerous feats on which her living depends.

One can imagine then, this lady's horror when she found, some years ago, that her nervous system was giving way, and that her general health was being undermined by that insidious weakening malady "Anaemia" or poverty of blood. The fact that she was enabled to continue her work at that trying time, and that she has enjoyed perfect health of body and nerve ever since, Miss Florzell unhesitatingly attributes solely to the great restorative strength-sustaining merits of Dr. Williams' Pink Pills for Pale People.

"It was when touring South Africa with Filla's Circus that I first discovered the remarkable powers of Dr. Williams' Pink Pills to restore one when Anaemic, Nervous and run down," said she. "At this time I was very much afflicted with Nervous Debility and Anaemia. I felt a muscular weakness and gradual decrease of strength coming over me; I looked pale and sallow; my appetite fell away."

"A lady friend of mine in Filla's troupe recommended me to try Dr. Williams' Pink Pills for Pale People, she having used them herself with success, and I took her advice. After the second bottle of these Pills my nervousness gradually left me, I could eat well and sleep well, there was a decided improvement in my general health. Since then I have used Dr. Williams' Pink Pills whenever feeling run-down. At present I am in the very best of condition and quite able to fulfil my arduous work as a contortionist and gymnast, and I attribute this happy state of health entirely to the use of Dr. Williams' Pink Pills, which as in my case are a never-failing restorative."

Dr. Williams' Pink Pills for Pale People are the greatest blood and nerve tonic medicine known to medical science. They have cured Anaemia, Debility, Palpitations, Indigestion, Liver Complaint, Headaches, Malaria, Rheumatism, Sciatica, Paralysis, Beri-Beri, Eczema, Scrofula and Skin eruptions. As the great remedy for women's aches and ills they are World-famous. Sold by all dealers, also direct from The Dr. Williams' Medicine Co.'s Head Office for the East, 88 Kiukiang Road, Shanghai, 6 bottles for \$8; one bottle for \$1.50 post free. Substitutes are useless, so make sure that the package bears the words

Dr. Williams' Pink Pills, [8]

Intimations.



is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Tins by Chemists, etc., everywhere.

COLONIAL SECRETARY'S DEPARTMENT.

No. 501.

HONGKONG OPIUM FARM.

Amendment of Form of Grant.

WITH reference to Government Notification No. 401 of the 2nd July, 1909, calling for Tenders for the Hongkong Opium Farm the following amendments are made in the "CONDITIONS TO BE FULFILLED BY THE GRANTEE" and the "FORM OF GRANT."

Amendment of Conditions to be fulfilled by the Grantee.

After clause (3), insert the following:—

(3)-(a) The Grantee to be at liberty at any time to depute persons to supervise the boiling and preparation of opium.

After clause (5) insert the following:—

(6)-(a) To observe the following rules relating to searches in addition to those contained in the Ordinances:—

1. Whenever a house or floor of a house wholly in the occupation of one Chinese family has been unsuccessfully searched for opium, and whenever the Captain Superintendent of Police has reason to suspect that a search warrant for opium has been obtained on false information, the Grantee shall furnish confidentially to the Captain Superintendent of Police the name and address of the informer.

2. The badge required by section 6 of the Prepared Opium Ordinance, 1891, shall be worn outside the sleeve of every Excise Officer detailed for the searching of persons on public wharves or for executing Opium Warrants, and such badge shall show the Excise Officer's office and number.

3. Not more than five Excise Officers shall enter or be in a family house at the same time for the purpose of executing a search warrant, and each of such Excise Officers shall be provided with a dark lantern.

4. Excise Officers detailed to execute a search warrant shall allow themselves to be searched by the Police before leaving the Police Station from which they proceed to the search, and also on their way to the place to be searched.

Amendment of Grant.

The following clause shall be inserted after clause 7, and clause 8 shall be re-numbered 9.

8. That the Grantee will observe the following rules relating to searches in addition to those contained in the Ordinances:—

1. Whenever a house or floor of a house wholly in the occupation of one Chinese family has been unsuccessfully searched for opium, and whenever the Captain Superintendent of Police has reason to suspect that a search warrant for opium has been obtained on false information, the Grantee shall furnish confidentially to the Captain Superintendent of Police the name and address of the informer.

2. The badge required by section 6 of the Prepared Opium Ordinance, 1891, shall be worn outside the sleeve of every Excise Officer detailed for the searching of persons on public wharves or for executing Opium Warrants, and such badge shall show the Excise Officer's office and number.

3. Not more than five Excise Officers shall enter or be in a family house at the same time for the purpose of executing a search warrant, and each of such Excise Officers shall be provided with a dark lantern.

4. Excise Officers detailed to execute a search warrant shall allow themselves to be searched by the Police before leaving the Police Station from which they proceed to the search, and also on their way to the place to be searched.

N.B.—The above rules as to searches for illicit opium were accepted by the present Opium Farmer and have been enforced during the current Farm.

A. M. THOMSON,
Colonial Secretary.

13th August, 1909. [504]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUIAR STREET, HONGKONG.

Hongkong, 1st September, 1909. [14]

Consignees.

NORDEUTSCHER LOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BULOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

Weekly—\$18 per annum.

The rates per quarter and per month, proportional to the rates per annum.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger.

Postage on copies sent by post is charged at an additional \$1.50 per quarter for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

On August 10, 1909, at Shanghai, to Mr. and Mrs. J. J. Dawe, a daughter.

MARRIAGE.

On July 31, 1909, in London, Robert Kenneth Evans, M.A., Mansfield College, Oxford, to Janet Elizabeth, second daughter of the Rev. and Mrs. Hopkyn Rees, London Mission, Peking.

DEATHS.

On August 7, 1909, at Weibaiwei, Frank Wilder Craven, the infant son of Mr. and Mrs. J. H. Craven of Shanghai, aged 1 year and 7 months.

On August 10, 1909, at Shanghai, Moira Agnes, infant daughter of Mr. and Mrs. James Law, aged 8 months.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 16, 1909.

COMPANY PROMOTION.

A Shanghai correspondent has addressed a letter to the *Financial Times*, reproduced elsewhere in this issue, on the subject of company promotion in Hongkong. The writer is so wide of his mark in his criticisms that he has been taken to task by the *North China Daily News*. Our Shanghai contemporary, in animadverting on the letter appearing in the financial journal comments editorially thus:—"The difficulties of this subject are, perhaps, better illustrated by the letter than its writer may have quite realized. In the first place

he calls attention quite correctly but in a very extravagant manner to the difficulty of bringing non-British directors of companies registered under the Hongkong Ordinances who do not reside in Hongkong to book for offences against the Ordinances. But when he passes on to say that practically the same regulations (as in England) are in force in Hongkong, he entirely misrepresents the actual state of affairs. The English Companies Act of 1862 was considerably modified by the Companies Act of 1900 which was passed for the purpose of preventing the issue of fraudulent prospectuses, and contains stringent provisions as to the steps to be taken by Companies proposing to invite public subscription. These provisions have never been incorporated in the Hongkong Company Ordinances which are based on the English Company Act of 1862, and the result is that Company law under the Hongkong Ordinances is less strict than under the English Acts. The specific instance to which the writer alludes as a violation of the Hongkong Ordinance is not a violation of the Hongkong Ordinance nor would it be a violation of the English Company Acts.

There is nothing illegal in issuing a prospectus before the incorporation of the intended Company either under English or Hongkong law and the only difference between the two is that in England every prospectus issued on behalf of an incorporated or intended Company must be signed by the directors or proposed directors and filed for registration before being issued; in Hongkong it does not require to be registered either before or after issue. The object of insisting on the registration of a prospectus is to enable the prospectus to be on record if proceedings should subsequently be taken against directors for misrepresentation, but there is no magic registration itself. A company, therefore, does not require to be incorporated before the prospectus is issued, although as a matter of practice it is usual and preferable that the Company should be incorporated before application is made for public subscription. The question of the administration of Companies in China is beset with difficulties which are not likely to be solved by letters such as the one quoted. It is, of course, more than open to doubt whether the Ordinances should not be made stricter. In one respect their laxity has been officially recognized. Numerous cases have arisen in which a company registered as British does not possess a single British director; and for such concerns the British Government has refused to allow consular protection to be exercised.

LOCAL AND GENERAL.

THE German mail of the 16th July was delivered in London on the 14th inst.

THE Government proposes to add to the Chinese Press Laws special articles according to favourable treatment to editors.

EXPORTS to Hongkong and China from the Straits, last year, reached a value of 121 million dollars, being a fall of 47 millions or 27 per cent.

MESSRS. Lobnitz and Co., Revalaw, have received a cable that the hopper barges *Mercurius* and *Cygnus* have arrived at Oran on their voyage to Singapore.

THE Chinese Government decided to organize a fleet of ten men-of-war at a cost of Tl. 40,000,000, and this scheme will be carried out in spite of the want of means.

A WIRELESS message has been received from the Commander of the R. M. S. *Empress of China* to the effect that he expects to arrive at Yokohama on Wednesday, the 18th inst., at 8 o'clock in the morning.

THE Waiwupu proposes to address the Anti-Opium Commissioners pointing out that it would be desirable to have opium smoking reduced by one-half before the holding of the next Opium Commission.

WE are requested to state that the resolution regarding the increase in liquor licence fees was by error inserted in the *Government Gazette* as having passed the Legislative Council and that it was not in fact so passed.

THE Waiwupu intends to recover the municipal control in Kulungu, Amoy, and with that object in view, has begun to organize a Chinese police force and municipal government outside the foreign settlement.

As the Revenue Council in Peking finds that the import of foreign opium has been about 55,000 piculs a year previously and the present import is 47,000 piculs, which is only a slight reduction on the former quantity, it has asked the British Government further to reduce the import of the drug.

A FIRE, which might easily have developed into serious proportions, occurred on board the *Clansman*, lying at the O. M. Lower Wharf, Hongkong, Shanghai, at about 5 a.m. on 10th inst. The watchman saw smoke issuing from one of the holds, and gave the alarm. The crew and officers set to work in right earnest, and located the fire in No. 1 hold, which contained a cargo of phosphorus and bran. Aided by the Wharf boss, the ship's crew were able to put out the fire, though the fire was finally got under control only at 3 o'clock in the afternoon. The damage to the ship is trifling, though a great deal of the cargo has been damaged by fire and water; the full extent of the damage, however, cannot be ascertained until the cargo is landed.

It is said that representations are about to be made to the authorities at the Royal Mint that a new coin of 1/10th of a shilling, or one penny and a fifth—should be issued. If successful, this would be the first step towards a decimal currency.

On the afternoon of the 3rd inst., says the *Japan Gazette*, a pigeon was caught on board the N. Y. K. S. *Komatsu* moored alongside the Yokohama Customs pier. Attached to the pigeon was an iron ring, on which is inscribed the letters "L. T. 2 3 98."

Mr. Nakabashi, President of the Osaka Shosen Kaisha, left Yokohama on the 29th ultimo, by the *Kaga-maru* for America. Mr. Nakabashi is one of the party of Osaka business-men who are to visit America in response to the invitation of the Chambers of Commerce on the American Pacific Coast.

A TIDAL wave was experienced at Mimisura, Koyu-gori, in Hiuga province, on August 2 and thirty buildings were washed away. Four bridges were also washed off at Tsunomura and five men are missing. Owing to the rising of the Gokasegawa at Nabuoka, over 700 houses were flooded.

RETURN of visitors to the City Hall Library and Museum for the week ending the 15th August, 1909:

	Library.	Museum.
Non-Chinese.....	436	235
Chinese.....	259	2,572
Total.....	695	2,807

AN Amoy dispatch to the *Matichi* reports that Mr. Liu, ex-Taipei of Amoy, and Mr. Ling, formerly director of the Amoy Chamber of Commerce, have formed a syndicate with a capital of 100,000 taels to start the business of camphor-manufacturing in Hupeh. It is reported that the syndicate has obtained a monopoly of the camphor business in Hupeh for fifteen years.

A TOKIO despatch, of the 12th inst., to the *M. C. D. News* says:—It is expected at Tokio that Na Tung, Senior Assistant President of the Waiwupu, will hereafter conduct the negotiations touching the Antung-Mukden Railway in Peking. It is not expected that the Chinese authorities will obstruct the reconstruction of the line, the work on which is proceeding steadily.

Under date Shanghai, 12th inst., Messrs. Wheelock & Co. write in their fortnightly circular:—We are pleased to be able to report "No change" in our Homeward Freight market since last writing as cargo is coming forward in steady quantities on all the various berths. Coastwise.—There is also "No change" to report here since last writing, but in the opposite sense and things are very dull indeed on the coast with no prospect of any improvement for some time to come as far as we can see at the moment.

BARON Shibusawa, Mr. Kondo (President of the Nippon Yusen Kaisha), Mr. Otsu (of Yokohama) and Mr. Hamaguchi (of Tokyo) have been chosen as the promoters of the Japan-China syndicate, and the number of shares to be allotted to the leading capitalists has been arranged. Thus the preparations having progressed to a satisfactory point, the inaugural general meeting will be held this month. It is expected that Mr. Furuchi, ex-Vice-Minister of Communications and later President of the Seoul-Pusan Railway Company, will be selected as president of the syndicate.

THE Apcar steamer, *Lightning*, Capt. A. E. Gentles, sister ship to the *Catherine Apcar*, which arrived at Hongkong on Thursday evening, from Calcutta via Penang and Singapore reported that after leaving the Sudd Heads the steamer met with cyclonic blows denoting that somewhere in the Bay, a circular storm was travelling. The *Lightning* is a good sea-boat and behaved splendidly throughout. On August 3rd in 6 deg 10 N., 99 deg 28 E. about 3 p.m. a quantity of wreckage was passed, painted boards and about 100 logs, presumably the deck cargo of some sailing craft that had come to grief. After passing the Cocos Islands fine weather was met with and continued until arrival.

ACCORDING to a report of the Acting Inspector-General of the I. M. Customs, says the *Sinuanpo*, the British Government has consented about reducing the export of opium from 1908, ten per cent per year, so as to stop it in ten years while the export of opium from Persia and Turkey to China will be commenced to be reduced from 1909. The Indian opium imported in 1908 is 47,034 piculs and is a reduction of 5,951 piculs compared with the 52,985 piculs of 1907 but it is 1,134 piculs more than the amount of import of Indian opium for 1908 promised by the British authorities, namely 45,900 piculs. However, this is due to the fact that what the British authorities promised was the reduction of actual export from India but not counting the amount already on the way to China or stored in other ports from where it is re-exported to China.

THE wedding took place on the 3rd inst. at Nagasaki of Mr. Aago Ludwig Franz Jordan, son of Mr. A. L. Jordan, Superintendent of the Great Northern Telegraph Company's Nagasaki office, and Miss Clara Roberta Bowie, daughter of Dr. R. I. Bowie, of No. 24, Ours, Nagasaki. The civil part of the ceremony was performed by Mr. J. H. Wallace, acting Danish Consular Agent, and was followed by a religious ceremony at the residence of the bride's father, the Very Rev. M. A. Salmon officiating. Mr. Kund Jordan, the bridegroom's brother, acted as best man. After the ceremony a reception was held at No. 2, Umegasaki, the residence of the bridegroom's parents, the entire foreign community, says the *Nagasaki Press*, responding to the invitations issued by Mr. and Mrs. A. L. Jordan. The newly married couple subsequently left by the N. D. L. steamer *Corbis* for Miyazaki, where the honeymoon is to be spent.

SECOND Officer F. P. Jayes, of the later-island transport *Wright*, was last overboard from that ship at about 6 o'clock Saturday evening, 7th inst., while the vessel was four miles off the coast of Marinduque, near Boac, and drowned. The information has been received through a wire sent to the chief quartermaster at Manila from Calbayog. It is not known definitely how the deceased fell overboard. Mr. Jayes was born at Portsmouth, England, in 1869, and has served on the *Pompey* and *Ajona*. He was Hongkong pilot for the gunboats *Quivros* and *Vallabon*, and was appointed second officer of the *Wright* in 1908.

At the annual dinner of the Salon of Literature and Art the principal guest was the Chinese Minister, and he remarked that art and literature had for centuries been held in the highest esteem in China, and at a period when Westerners had not yet turned their attention to the cultivation of those subjects, their literature and craftsmen had already given to the world masterpieces that existed to this day. In science, however, they looked to the Western nation for guidance and were now earnestly striving to follow in their footsteps, in the hope that a time might come when, standing side by side, they would mutually assist in the unravelling of those mysteries of nature that were only to be disclosed by modern culture.

ON the 12th inst., before Mr. F. W. Hadley, vice-consul, acting judicially, Mr. F. M. Brooks made an application on behalf of Chas. A. Egelbracht, who was committed for trial before the U. S. Court for China on a charge of embezzlement, for reduction of bail, which was fixed the previous day at \$4,000 (gold), reports the *Shanghai Times*. The petition stated that defendant would have considerable difficulty in raising a bond of \$4,000 gold and praying that, in view of the fact that the U. S. Court for China would not hold a session until October, the amount of the bail should be substantially reduced. After due consideration his Honour decided that bail in the sum of \$2,000 gold would be sufficient, and made an order accordingly. This necessary bond was subsequently executed.

THE ICE CASE.

EXAMINATION OF MR. ARNDT CONTINUED.

The action brought by the Hongkong Milling Company, Limited, against Messrs. Arnold, Karberg and Company, to recover the sum of \$100,000 for alleged breach of warranty, was continued to-day before the Chief Justice (Sir Francis Piggott) and the Puisne Judge (Mr. H. H. J. Gompertz).

Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, of Messrs. Hastings and Hastings, were for the plaintiffs, while Mr. Duncan McNeill and Mr. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the defence.

Mr. Arndt, formerly manager of the machinery department of Messrs. Arnold, Karberg and Company, again went into the box. This witness' examination by Mr. Slade principally hinged on the question of specifications supplied from Berlin. The case was again adjourned.

CANTON DAY BY DAY.

ANNIVERSARY OF LATE EMPEROR'S BIRTHDAY.

[From Our Own Correspondent]

Canton, 14th August.

Yesterday was the anniversary of the birth of the late Emperor of China (Kuang Hsu). In order to commemorate the occasion Dragon flags were hoisted on the various yamens as well as several prominent buildings. A number of shops were closed for the transaction of business. The native press in this city suspended work and consequently there was no issue of vernacular newspapers to-day.

HARBOUR FATALITIES.

Two cases of harbour fatalities have been reported, one taking place on the 11th inst. and the other on the following day. In the first instance a sampan capsized in mid-stream, when two persons were drowned; in the second case a cargo-boat collided with a steam-launch close to the river stevedores' wharf as a result of which the goods on board the smaller craft were lost, in addition to one woman being drowned.

OFFICIALS' TRANSFER.

The ex-Provincial Judge of Kwangtung, Wei Ching Tung, handed over charge of his yamen on the 12th inst. to Taotai Chan Mong Tsang and will leave here in the course of a week for Kwangsi to take up his new appointment as Provincial Treasurer in that province.

H. E. WEN TSUNG YAO.

Owing to the death of his mother in his native place in Kwangtung, H. E. Wen Tsung Yao, at present Assistant Imperial Resident Minister at Lhasa, recently submitted a memorial to the Imperial Government tendering his resignation from his post in order to enable him to return to Kwangtung to go into mourning. H. E. Wen's resignation has been refused but he has been granted three months' leave of absence.

SHELL TRANSPORT SHARES.

NEW STRIKE OF OIL ON EAST COAST OF BORNEO.

There has been steady and persistent buying of Shell Transport shares, and the shares have advanced. Buying comes from such well-informed quarters that it is generally assumed some development will shortly be announced which will explain heavy purchases. This seems to have come in a cablegram announcing a new strike of oil in Kotei, on the east coast of Borneo. There are likewise rumours of closer connection with the Standard Oil to the effect that the president of the Royal Dutch Petroleum Co., with which the Shell Oil works, will get a seat on the board of the Standard Oil Co., and that one or two representatives of the latter will join the board of the Royal Dutch.

NEW FRENCH GUNBOAT FOR THE YANGTZE.

SHANGHAI DOCK CO. COMPLIMENTED.

The French Navy has received a most valuable addition to her Yangtze Fleet in the River gunboat *Doudart de Lagree* destined to support the gunboat *Oly* in carrying the Tricolour over the rapids of the Upper Yangtze into the heart of China.

The boat was built by Messrs. E. de la Brosse et Fouché, of Nantes in France, sent out here in pieces and re-erected by the Shanghai Dock and Engineering Co., Ltd., at one of their docks. The whole re-erection and equipment was carried out in the short space of 33 days from the time the materials were landed until she left the wharf under her own steam on her first and unofficial trial trip. The trial trip proved a great success in every way, the number of revolutions of the machinery being in excess of the number obtained by the builders, and her speed was 14 knots.

The gunboat presents a very smart appearance, and as regards the shape of her hull and the arrangement of her deck houses she is a marked departure from the usual type of Upper Yangtze gunboats to which we have become so familiar out here.

Her principal dimensions are—

Length over all.....172'-6"

Breadth.....23'-0"

Depth.....7'-3"

The machinery consists of two sets of triple expansion, surface condensing engines, and steam is supplied by two watertube boilers fitted with forced draught.

The Shanghai Dock and Engineering Co., Ltd., have been complimented by the builders in most gratifying terms on account of the very prompt and able manner in which the work was carried out by them, the contract time allowance for completion having been fixed at 56 days.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 27th July, 1909.

Present:—Messrs. W. H. Wallace (Chairman), J. E. Fenwick, W. Kruse, Lim Nee Kar, J. Mascaroni, S. Okuyama, W. Wilson, the Health Officer and the Secretary.

Mr. Lim Nee Kar was introduced and took his seat as Chinese member of the Council.

The minutes of the last meeting were read and confirmed.

After discussion, it was decided to fix the period of notice to be given either by the Council or the Secretary, to terminate the latter's agreement with the Council, at six months.

The Secretary reported that inquiries had been made concerning (1) small-pox on the Island, and (2) disease amongst the cattle, with the result that there was found to be no foundation for such rumours, which, as regards the cattle, might have originated in the fact that a farmer had been prosecuted and convicted for selling a cow for consumption unfit for human food, the purchaser—who afterwards sold the animal in Amoy—being also proceeded against and fined.

A communication was read from the Haifangting requesting the Council to order the Kulungsu sampan-men to register their sampans in the "notifying" yamen, and to carry special license-boards issued by that official.

It was decided to inform the Haifangting that the Council could not comply with his request as the Council considered that, as the Kulungsu sampans already carried license-boards, with the number plainly marked in both Chinese and Foreign characters, such boards were ample for purposes of identification, whether on the Kulungsu or the Amoy side, and that no good purpose would be served by compelling these sampan-men to carry two license boards; moreover, it would be a distinct hardship to call on these men to pay two license fees. The Haifangting was also to be requested to issue such orders as would prevent Goh Pek and other "wachers" from interfering with licensed sampan-men belonging to the International Settlement of Kulungsu.

A letter was read from Mr. A. B. Craggs and other residing in the neighbourhood of the coal yard owned by Mr. Tong Tai, complaining of the nuisance caused by the coal dust. The secretary was directed to inform Mr. Tong Tai of the complaint, and to request him to have the coal heap regularly sprinkled with water, and then covered with matting. Should he fail to carry out this request, the Council would reluctantly be compelled to proceed against him in his Consular Court.

The Chairman referred in "closing terms" to the loss the Foreign Community and the Council had sustained by the death of Mr. A. F. Gardiner, who had served on the Council for over four years.

The Captain Superintendent of Police reported the following cases had been dealt with at the Mixed Court since the last meeting:—Summons: Assault 20, Allowing pigs and cattle to stray 12, Illegally removing property 3, Debt 5, Throwing rubbish, &c., into the public drains 4, Damaging property 8, Creating a disturbance 1, Using abusive language 1, Summary arrests: Theft 5, Assault 9, Creating a disturbance 3, Breach of M. R. (disorderly house) 2, Breach of Sampan Regulations 2, Illegally removing gravel, &c., from the foreshore 3, Quitting service without giving lawful notice 1, Drunk and incapable 1, Being a rogue and a vagabond 1.

(Signed), W. H. WALLACE,

Chairman.

By order,

C. BERKELEY MITCHELL,

Secretary.

ROY ROY II. of Arrandale, the champion male Chinchilla Persian cat of England, is leaving England in the *Majestic* for New York. He was bred by Mrs. George Wilson, of Parley Grange, Enfield, for whom he has won many prizes at the Crystal Palace and other cat shows, but Mrs. Wilson has sold him to Mrs. Lyons, of Chicago, for 100 guineas, a sum considerably in advance of any ever paid for a cat before.

COMPANY PROMOTION IN HONGKONG.

LETTER IN THE "FINANCIAL TIMES."

The following letter is reproduced from the *Financial Times*:

Sir—As you are aware, the Hongkong Company Ordinances were framed to afford facilities for the registration and working of companies wishing to trade under the limited liability laws. As a general rule these Ordinances follow the English Company Acts, but owing to lack of supervision on the part of the Hongkong Government various abuses have crept in, and unscrupulous persons have not been slow to take advantage of the loose administration of the Ordinances, especially when these companies operate outside actual British territory. Companies registered in Hongkong, but working in China, can be brought under the jurisdiction of the British Supreme Court at Shanghai, but the Court has no jurisdiction, whatever over persons of other nationalities who may commit all sorts of offences against the Hongkong Ordinances without being brought to book. Of course these persons can be charged in their own Consular Courts, but when they claim protection of some small South American State in nine cases out of ten they escape punishment. There are numbers of companies trading here which are registered in Hongkong, but all the directors, managers and capital are of foreign origin, and in case of default persons making contracts with such concerns have no redress.

No doubt the question is a difficult one, and one can understand the reluctance of the Hongkong Government to take action, but what is to be said of the authorities who openly permit the Company Acts being broken? We have here a Crown Advocate, who, in a sense, occupies the place of the public prosecutor at home. The English Company laws do not permit of a company inviting public subscriptions until it has registered at Somerset House its memorandum and articles of association and filed with the Registrar of Joint Stock Companies a copy of the prospectus. Practically the same regulations are in force in Hongkong, but in a prospectus, published here to-day, public subscriptions were being invited for a company before it had been registered. The promoters are prominent British subjects and no action whatever is being taken. Is it to be wondered at that foreigners defy the Hongkong Ordinances when British subjects of standing do so? In this case the company will be registered only if the flotation is successful.

In addressing this letter to you I do so in the hope that the publicity accorded to it in your widely-read paper will induce the authorities to put a stop to a state of affairs which is fast degenerating into a scandal.

I am, etc.

A BRITISH MANUFACTURER.

Shanghai, June 19.

CHINESE RAILWAYS.

ALLEGED GERMAN INTRIGUES.

The following is the original text of the telegram sent to *The Times* by its Peking Correspondent, to which Reuter referred in a telegram of July 25:—

Peking, July 25.

The telegram of President Taft to the Prince Regent, emphasizing in friendly, but unmistakable terms America's rights in the Canton-Hankow-Szechuan Railway loan, has stirred the Chinese. Following upon its reception the Regent, for the first time, summoned the whole of the Waiwupu to audience, and showed considerable anxiety; for, if this policy of drift continues, he realizes that he may receive other and less friendly warnings direct from other rulers.

Prince Ching, the President of the Waiwupu, whose neglect of his high duties does China much dishonour, has been awakened, and on Tuesday was present at the Waiwupu to discuss affairs with Sir J. N. Jordan, the British Minister, for the first time since the latter's arrival here three years ago. Sir J. N. Jordan gravely warned him of the danger that China was running by her failure to enforce the orders of the Central Government upon the provinces.

The President's telegram is directly due to the intrigues of the Deutsch-Asiatische Bank, whose influence over the Hongkong and Shanghai Bank is so injurious to British interests in China. Their agent induced Chang Chih-tung to write a dispatch to the Waiwupu, saying that, unless arrangements were speedily made with America respecting its participation in the loan, he would proceed to the signature of the final contract in spite of the American protest, or would relinquish the scheme altogether. This dispatch, coupled with the uncertain action of the invertebrate Waiwupu, was promptly cabled to Washington and called forth Mr. Taft's excellent and opportune message.

Many Englishmen here hold the opinion that the British Government should bring pressure upon the Hongkong and Shanghai Bank to dissociate itself from the German intrigues, which are persistently directed, here as elsewhere, to bring us into a misunderstanding with the Americans, whose policy and aims in China are identical with our own.

SHIPPING AND MAILS.

MAILS DUE.

French (*Australien*) 18th inst.

English (*Drunbo*) 18th inst., 7 a.m.

Indian (*Fookang*) 19th inst.

German (*Prins Waldemar*) 20th inst.

Canadian (*Empress of China*) 26th inst.

Indian (*Lahang*) 26th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Vancouver on 14th inst.

The s.s. *Philade* left Singapore on 15th inst., and may be expected here on 21st inst.

The I. C. S. N. Co.'s s.s. *Fookang* from Calcutta and the Straits left Singapore for this port on 14th inst.

The "Ben" Line s.s. *Bonitach*, from Middebury, Antwerp and London left Singapore on 13th inst., at 10 a.m.; arrived at Shanghai on 13th inst., at 9 p.m.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

ADMIRAL SAH.

COMMANDER-IN-CHIEF.

[By courtesy of the "Sheung Po."] Peking, 15th August.

An Imperial decree was issued on the 14th inst. appointing Admiral Sah Commander-in-Chief of the Naval Forces.

ADMIRAL LI CHUN.

RECEIVES SUBSTANTIVE APPOINTMENT.

[By courtesy of the "Sheung Po."] Peking, 15th August.

Admiral Li Chun has been confirmed in the substantive appointment as Admiral of the Kwangtung Naval Forces.

VICEROY SIK LIANG.

NERVOUS OVER JAPANESE NEGOTIATIONS.

[By courtesy of the "Sheung Po."] Peking, 15th August.

Viceroy Sik Liang has memorialized the Throne pointing out the difficulties in his way for conducting negotiations with Japan and expressing the fear that he might be incompetent to discharge his duties.

After perusing the memorial the Prince Regent proposes to appoint H.E. Tang Shao-yi to assist Viceroy Sik.

The Regent has instructed Prince Ching and Tsai Cheuk to consult Grand Councillor Chang Chih-tung as to the expediency of the proposed appointment.

THE PRESS.

CENSORSHIP REMOVED.

[By courtesy of the "Sheung Po."] Peking, 15th August.

Some time ago the Board of Civil Affairs instructed the Police to stop the Press from making references to the negotiations proceeding with Japan in regard to affairs in the Three Eastern Provinces.

It is now proposed to remove the embargo.

CHINA'S FINANCES.

A PESSIMISTIC MEMORIAL.

[By courtesy of the "Sheung Po."] Peking, 15th August.

A memorial has been submitted by the Ministry of Finance pointing out that every economy should be practised in view of the unsatisfactory condition of the finances of the Empire.

The memorial has been shelved.

ORIENTAL TELEPHONE COMPANY.

THE HONGKONG CONCERN.

The subscription list opened on July 13 and closed on July 16, for an issue by the Oriental Telephone and Electric Company, Limited, of £50,000 four per cent. redeemable debenture stock at £60 per cent., ranking pari passu with £150,000 similar stock already issued, and constituting the balance of an authorised amount of £300,000. The stock is repayable at par on July 1, 1955, but may be redeemed after July 1, 1910, in whole or in part, on six calendar months' notice. The stock is secured by a trust deed operating as a first floating charge upon the whole undertaking and assets of the company, both present and future. The prospectus states that the company provides telephonic communication in Madras, Singapore, Rangoon, Moultmein, and Mauritius, and exercises a controlling influence in the following companies:—The Telephone Company of Egypt, working in the whole of Egypt; the Bengal Telephone Company, working in Calcutta; the Bombay Telephone Company, working in Bombay, Ahmedabad, and Karachi; and the China and Japan Telephone and Electric Company, working in Hongkong and Kowloon. The shares thus held, with debentures in the Bengal Telephone Company and the China and Japan Telephone and Electric Company, were valued in the balance sheet for 1908 at £246,703, while the company's freehold premises in Singapore, Rangoon, and Moultmein were valued at over £1,000.

THE GREAT FIRE AT OSAKA.

THE DEVASTATED AREA.

The result of a survey made by the Osaka Municipal authorities shows that the area devastated by the fire is 1,840 ken, or 30 cho (2 1/10 miles) in length, from Kushin-machi, where the fire originated on the east, to the Nippon Spinning Mill at Fushimi, on the west, and the widest part is 300 ken or 5 cho (one-third of a mile), from the Yangi bridge to the premises of the Sampo Company, and the narrowest 40 ken or 2/3 cho, covering a total area of 369,438 tsubo or 123 cho (about 305.3 acres).

FINANCIAL EFFECT OF THE FIRE.

Referring to the financial effect of the great fire the *Asahi* has the following remarks:—The total loss to fire insurance offices in this great conflagration will doubtless exceed ¥4,000,000, and the insurance companies will be compelled to dispose of the Government bonds held by them in order to settle the claims. In the event of such a large amount of bonds being disposed of at once, the bond market will be affected. This course being disadvantageous to the companies, they may draw money from the banks and dispose of the bonds gradually at an opportune occasion.

The banks suffering direct loss from the fire are the Kitahama and the Nippon Savings Banks, their Dojima branches having been destroyed. The only other banks having large business connections at the scene of the disaster are the northern branches of the Yamaguchi and the 24th Banks. The total damage sustained by the banks is thus not very large. Even in the case of the Kitahama Bank, the financial depositary of the Dojima Rice Exchange, the amount of advances made to sufferers in the devastated district is estimated not to exceed ¥1,000,000, while the advances made by the Yamaguchi, 24th, and Nippon Savings taken together do not exceed ¥3,000,000. As the notes on which advances are made are endorsed in most cases by the leading men in the business centre of the city, and other notes are secured by property, the loss to the banks will be slight.

OSAKA ELECTRIC LIGHT CO.

The investigations into the damage sustained by the Osaka Electric Light Company were roughly completed on the morning of the 4th instant. The number of houses supplied with lights in the street totally swept away numbered 2,246, with 7,487 lights, while the number of houses supplied with light in the streets partially destroyed was 3,007, with 7,621 lights. In the latter case, about 40 per cent. of the total number of houses have escaped. In these circumstances, the number of lights for which the subscription is lost will be about 12,300, which means a loss in the receipts of some ¥100,000 per month. A further loss of the company is in the posts, wires, other apparatus, and fans, with a value totalling ¥100,453. The board of directors held a meeting on the 4th instant to receive the report of damage, which it was decided to include in the loss for the present period.

THE LOSS OF THE TREASURY.

The effect of the fire in diminishing revenue from taxes has not yet been ascertained. According to the law, income tax payers losing a quarter of their estimated income may demand a remission, and the same applies to payers of business tax who lose one-half of the amount on which assessment is based. The Osaka Revenue Inspection Bureau estimates the total loss of revenue, including that from the saké and soy taxes, at between ¥3,000,000 and ¥4,000,000.

LOSS OF SAKÉ BREWERS.

Three saké-brewers have lost their residences and godowns and four others their residences alone. About 1,700 koku of saké has been destroyed.

Mr. Shindo Kaichiro, a soy brewer who has been burnt out, has lost about 2,500 koku of soy. When the soy held by over 40 soy shops destroyed is added, the total quantity lost may be found to be not less than 3,000 koku.

THE OSAKA WAREHOUSE COMPANY.

The warehouses directly owned by this company have all escaped undamaged, but the godowns at Dojima leased by the company from v.v. Abe were burnt down, together with the contents, consisting of about 5,000 tubs of black sugar and a quantity of rice and beans, valued at about ¥80,000. They were all insured.

DOJIMA RICE EXCHANGE.

The damage sustained by the Dojima Rice Exchange is estimated at ¥35,000 for the building and furniture, but the building being insured for ¥30,000, the actual loss is not more than ¥5,000. When the revenue from commission lost on account of the suspension of business (for a week) is added, the total loss will be about ¥6,000.

OSAKA GAS COMPANY.

The precise loss of the Osaka Gas Company has not yet been ascertained. The gas mains are laid underground and are undamaged, while the fittings inside the houses belong to the subscribers. In these circumstances, the loss of the company is comparatively small. At present it is estimated at about ¥50,000.

KNITTED GOODS INDUSTRY.

It is somewhat of a coincidence that the disastrous conflagration originated and ended in a knitted-goods store and that the fire has dealt a blow on the knitted goods industry. The devastated area is the centre of this industry in Osaka, and about 120 sewing houses were burnt down. The season for the manufacture of winter goods is now at its height. In consequence the goods have for the most part left the hands of the sewers and the quantity destroyed was not very large, the total value not much exceeding ¥500,000. If any portion of the goods in the hands of the sewers was saved it must have been damaged by water, and is therefore a total loss. Most of the producing factories have escaped, and they are now ready to push on production. But the destruction of so many sewing houses will doubtless interfere with the supply, and the conflagration may result in the delay of about a month in the opening of the winter goods season. The wages of operatives have already gone up by 15 per cent. Moreover, the market for cotton yarn has advanced. The first sale of knitted goods this month, held on the 4th instant, was very active, the price going up by about 10 per cent.—*Japan Chronicle*.

THE ANTUNG-MUKDEN RAILWAY QUESTION.

ATTITUDE OF FOREIGN POWERS.

According to a Tokyo dispatch to the *Mainichi*, the news that the Japanese Government had decided to carry out the reconstruction of the Antung-Mukden Railway in defiance of the protest of the Chinese Government appears to have moved the latter Government. Information has reached Tokyo that a certain high official in Peking had an interview with Mr. Ijima, the Japanese Minister, and warned him that in the event of the Japanese Government carrying out the reconstruction of the railway by force, great trouble might ensue between Japan and China, in which case, nothing could be more unfortunate for the two countries. The Chinese official asked whether there was any way of arriving at a peaceful settlement of the difference by means of mutual concession. The Tokyo correspondent of the Osaka paper learns that the Foreign Office, in reply, informed the Chinese Government that the Japanese Government had already decided on the course to be taken and the fact had been communicated to the foreign Powers. Moreover, the Imperial sanction had been obtained, and there was no room for the Japanese Government to make any concession.

The only course now left for the Chinese Government was to accept the Japanese demand. This intimation was transmitted on the 4th instant, and the Government is now awaiting a reply before launching an ultimatum. Mr. Nakamura, President of the South Manchuria Railway Company, who is now in Tokyo, is awaiting the instructions of the Government. It is believed that his departure from Tokyo will be the signal to commence operations for the reconstruction of the railway in Manchuria.

The correspondent adds that the foreign Powers raise no objection to the course to be taken by the Japanese Government, because it is authorised by the Peking Treaty, and the connection of the service on the main line of the South Manchuria Railway and the Chinese Eastern Railway has now been arranged. When the transformation of the Antung-Mukden Railway is completed, connection by rail between Japan and Europe by way of Fusan will be established. The Japanese Government has not the slightest intention of using the Antung-Mukden line for its private purposes, and the transformation of the line is intended merely for the purpose of realising the open-door principle in Manchuria. This has won for the Japanese Government the sympathy of the foreign Powers. For this reason, it is not expected that they will support the cause of China, unless China has very strong grounds for her objection. [This correspondent is evidently of opinion that the foreign Powers know nothing of the actual wording of Article VI. of the Peking Treaty.]

A Tokyo dispatch to the *Osaka Shimpō* reports that discussion has arisen between the military and civil parties in the Government regarding the China question, the military party alleging that the attitude of the Foreign Office is inclined to be too yielding. It is reported that Government will acknowledge the sovereignty of China over Chientao, and give way to the Japanese Railway question. This is considered by the military party as a humiliation to the Empire, and they allege that all the undertakings projected in Manchuria at the cost of blood are about to vanish like a dream. The military authorities were strongly opposed to the moderate attitude originally taken up by the Foreign Office on the question of the Antung-Mukden Railway, and it was because of pressure brought to bear that the views of the Foreign Office have been changed and the proposal has been made to reconstruct the line by force.—*Japan Chronicle*.

JAPANESE SUGAR EXCISE LAW.

MOVEMENT FOR AMENDMENT.

The leading Japanese sugar interests are organising a movement for the amendment of the Sugar Excise Law, reports the *Japan Chronicle*. It is pointed out that before the special war tax was raised in January, 1905, the sugar excise was ¥1 on the first quality, ¥1.60 on the second, ¥2.20 on the third, and ¥2.80 on the fourth, the difference in the rate of tax on each quality being uniformly 60 sen. This arrangement was considered fair. Since the special war tax was raised, the tax has been gradually increased, and now the rate stands at ¥3 on first quality, ¥5.50 on second, ¥8.50 on third, and ¥10 on fourth, the differences in the rate on each quality ranging from ¥1.50 to ¥3. The difference between the rates on crude and refined sugar, which was formerly not more than 60 sen, is now ¥3 and the demand for refined sugar has begun to decline. The sugar producers in Japan Proper and Formosa have therefore agreed to organise a movement for an amendment of the Sugar Excise Law as the first step towards an improvement in the sugar market, it being evident that high taxation is damaging the trade.

A meeting was held a few days ago, at which there were present Mr. Fujiyama, president of the Dai Nippon Sugar Company, Mr. Fujita, president of the Formosa Sugar Company, Mr. Kusakami, president of the Esuiko Sugar Company (of Formosa), and Messrs Masuda and Abe, of the Yokohama-Sugar Company. In discussing the question, we learn from the *Asahi* that opinions were divided between the refiners and the producers of crude sugar. This former recommended that the rate on the second quality be ¥5.50, that on the third ¥6, and that on the fourth ¥7 in order to diminish the temptation of producers of crude sugar to pass third quality for second, while the producers while desirous of lowering the rate on refined sugar (fourth quality) and of benefiting themselves indirectly by the consequent increased demand, opposed the lowering of the rate on the third quality for the reasons above stated. The result of the conference will be laid before the Finance Department shortly.

KOWLOON-CANTON RAILWAY.

QUESTIONS IN PARLIAMENT.

In the House of Commons on July 30, Mr. Ginnel asked the Under-Secretary for the Colonies if he will say who was the consulting engineer on whose advice the changes of the Kowloon Railway were adopted which are alleged to account in part for the increased cost of construction; was it through the Crown Agents that advice was obtained; was the estimated cost of the changes tested by inviting public tenders; whether he is aware that the purposes of the line are commercial; and whether any competent person has estimated that the line can when working ever repay the principal or any interest on the money spent upon its construction?

Colonel Seely: The railway is being constructed throughout in accordance with the advice of the consulting engineers, Sir John Wolfe Barry and Partners. It is the custom for correspondence between the Colonial Office and the consulting engineers to pass through the Crown Agents. As the line was being constructed on the departmental system, it was obviously out of the question to invite tenders in respect of part of it; the line is being made in the interests of the trade of Hongkong, and it is consequently expected that either directly or indirectly through the increase of trade with the interior of China, the Colony will be amply repaid for the money expended on construction.

CHINESE SEAMEN. Replying to Mr. Havelock Wilson Mr. Winston Churchill said that the number of Chinese seamen of all ratings who were engaged through the mercantile marine office at Poplar during the quarters ended June 30, 1908, and June 30, 1909, was 115 and 493 respectively. In order to avoid misapprehension he should like to add that the figures for Poplar were quite exceptional. Taking the figures of the engagement of Chinese seamen at the principal ports of the United Kingdom for the first six months of the present year, and comparing them with those for the first six months of last year, it appeared that there was practically an increase, the total being 2,173 compared with 2,122.

SIBERIAN POSTAL ROUTE TO CHINA.

Mr. Holt asked the Postmaster-General if his attention had been called to the statement of the Acting Consul-General at Tientsin contained in Consular Report No. 4275, Annual Series, that letters addressed via Siberia reach Tientsin in a little more than half the time taken by letters posted in the United Kingdom without specific direction as to route; and if this is correct, whether he will assist British trade by forwarding by the quickest route all letters not specifically addressed? The Postmaster-General: I am aware that the time of transit to Tientsin by way of Siberia is about half as long as by other routes. The question of making greater use of the Siberian route for letters is engaging my attention.

UNDER DUTCH RULE.

PROSPECTS OF THE MALAY IN SUMATRA.

The *Locomotif*, a newspaper published at Samarang, draws a comparison between Dutch and British administrative methods, as seen in the F. M. S. and Sumatra, respectively. Full justice is done to the wonderful strides made in the F. M. S. through the tin industry and plantation enterprise, but it is declared that the people of the land—the Malays—are the least benefited. Our contemporary maintains that they are crowded out and thrust aside by hordes of foreign immigrants—Chinese and Tamils—and that the Malay rulers have very little voice in the government.

Turning to Sumatra, not including Acheen, where war still prevails, it is stated in the *Locomotif* that the native chiefs and sultans are under treaties which expressly leave the native under their rule. The first charge on the revenue is the civil list of the native rulers, the next is the salaries of the officials—while the balance is spent for the benefit of the native population in public works and improvements. This balance is 15 per cent. in Siak and as much as 90 per cent. in Langkat. The foreigners in the country are ruled direct by government, the natives only being under the chiefs of the land. The position of the native rulers is thus clearly defined and strengthened. The government, on the other hand, has the power to protect the natives from being ousted and plundered by broad-minded immigrants as, it is averred, is the case in the F. M. S.

The granting of concessions to Europeans is kept within strict bounds to check grasping methods. The sum of it all, observes our Samarang contemporary, is that while the native rulers in the F. M. S. are reduced to the rank of mere puppets, and the Malays are left out of the reckoning, the natives in Sumatra are governed by their own chiefs and have the lion's share in the distribution of surplus revenue—besides being safeguarded against foreign immigrants and planters getting the upper hand.

The Dutch Government have avoided the mistake, made in the F. M. S., of leaving the weak and unenterprising Malays to be, as it were, driven to the wall. The Dutch Government have put aside the idea of federating the Sumatra Native State on the ground of its interfering with simplicity of administration.

RUBBER.

SINGAPORE RUMOUR ABOUT A SLUMP.

The *Straits Times* bears that a rumour has been actively circulated about a slump in rubber. (We *Straits Times* do not know upon what the rumour rests, but it is probably a mere fiction circulated by the "Bears," as we have every reason to believe that any marked tendency of a change would have been reported to us from London.)

We have counselled "getting level," and will not, therefore, be suspected of undue optimism when we say that although a slight reaction may come at any moment a real slump is not likely.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

WEDNESDAY, the 18th August, 1909, at 11 A.M. at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A QUANTITY OF JAPANESE CURIOS, AND CREEPE, &c. &c.

TERMS.—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 16th August, 1909. [596]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN," Captain Riquier, will be despatched for the above Ports on WEDNESDAY, the 18th inst., at about 10 A.M. For Freight or Passage, apply to P. DE CHAMPMORIN, Agent. Hongkong, 16th August, 1909. [59]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR," Capt. S. H. Balson, will be despatched for the above Ports on WEDNESDAY, the 18th inst., at Noon, instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 16th August, 1909. [585]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the godowns and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 16th August, 1909. [595]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 16th August, 1909. [594]

THE P. & O. S. N. Co.'s Steamer

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E. A. HEWETT, Superintendent. Hongkong, 16th August, 1909. [594]

Intimations.

THE

DAIRY FARM Co., LIMITED.

Choice Australian RABBITS 75 cents each. HARES \$1.50 each. Hongkong, 17th July, 1909. [580]

PILSENER

"ASAHI"

AND

"SAPPORO" BEER.

LIGHT AND REFRESHING SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.

H. PRICE & Co.
A. S. WATSON & Co., Ltd.
VICTORIA DISPENSARY.
WATKINS, Ltd.
FRENCH STORE.
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SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

PASTEURIZED AMSTEL PILSENER BEER.

SPECIALLY

MOST

PASTEURIZED

PALATABLE,

FOR USE IN

REFRESHING

TROPICAL

AND

COUNTRIES.

WHOLESOME.



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H. PRICE & CO., LD.,

WINE, SPIRIT AND CIGAR MERCHANTS,

22, Queen's Road Central,

Hongkong, 7th August, 1909.

[599]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration.) Connecting with Royal Mail Steamers.

From Hongkong,	From Quebec,
"EMPRESS OF CHINA," SATURDAY, SEPT. 17TH.	"ALLAN LINE," FRIDAY, OCT. 1ST.
"MONTEAGLE," SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND," FRIDAY, OCT. 22ND.
"EMPRESS OF INDIA," SATURDAY, SEPT. 25TH.	"ALLAN LINE," FRIDAY, NOV. 12TH.
"EMPRESS OF JAPAN," SATURDAY, OCT. 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 23 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Through Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "O" or "A" Class of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	KWOYANGSANG	WED'DAY, 18th Aug. Noon.
SHANGHAI	CHOYANGSANG	FRIDAY, 20th Aug. Noon.
TIENTSIN VIA WEIHAWEI & CHEFOO	CHEONGSHING	SATURDAY, 21st Aug. 5 P.M.
MANILA	LOONGSANG	FRIDAY, 20th Aug. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKSANG	TUESDAY, 24th Aug. Noon.
MANILA	YUENSANG	FRIDAY, 27th Aug. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	TUESDAY, 31st Aug. 3 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Katsang" and "Kookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Koda, Labad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
MANILA	"TEAN"	17th Aug., 3 P.M.
SHANGHAI	"CHINHUA"	18th " 4 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA"	20th " "
NEWCHANG	"KWEIYANG"	21st " "
SHANGHAI	"CHENAN"	22nd " Daylight.
MANILA	"TAMING"	24th " 4 P.M.
SHANGHAI	"ANHUI"	26th " "
WEIHAWEI & TIENSIN	"HUICHOW"	26th " "
SHANGHAI	"LINAN"	19th " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

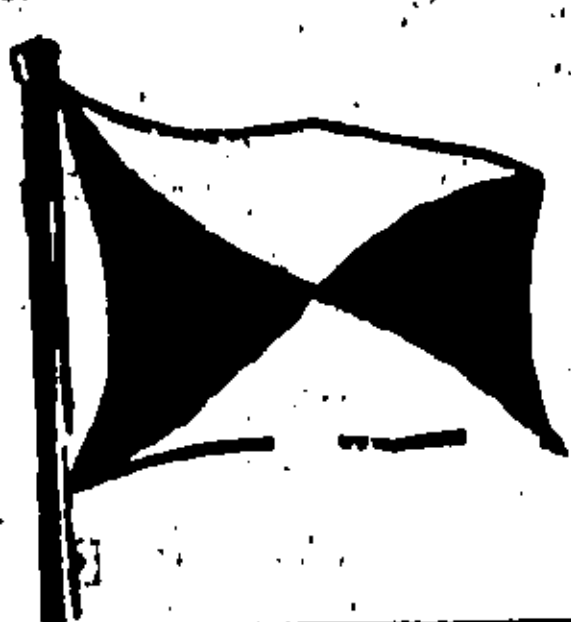
SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihwa), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 16th August, 1900.



HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
ROBI	2540	R. W. Almond	MANILA	SATURDAY, 21st Aug., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 28th Aug., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 24th August, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross	Sail 30th Aug., 1900, at Noon.
S.S. HONGKONG MARU	5,000 " "	26th Oct., 1900, at Noon.
S.S. MANSU MARU	5,000 " "	10th Dec., 1900, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 29th July, 1900.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For Steamers Tons Leaves

TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"SEATTLE MARU"	6,178	SATURDAY, 26th Aug.
HAMA			

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North-China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
HANGHAI VIA SWATOW.	"CHOSHUN MARU"	TUESDAY, 19th August, at 10 A.M.
AMOY AND FOCHOW.	Captain T. Suruga	
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	SATURDAY, 1st Aug., at 10 A.M.
	Captain T. Sugl	
TAMSHUI VIA SWATOW & AMOY	"DAIJIN MARU"	SUNDAY, 22nd August, at 10 A.M.
	Captain Y. Kaburaki	

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJU MARU" and "BUJUN MARU".

First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

Hongkong, 16th August, 1900.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1900
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AWA MARU, Capt. A. Keith, Tons 6500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	TAMBA MARU, Capt. U. H. Butler, Tons 6500	WEDNESDAY, 1st Sept., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNVILLE AND BRISBANE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 17th Aug., at 4 P.M.
SHANGHAI, MOJI AND KOBE	SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 1st Oct., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	TAKASAKI MARU, Capt. A. Mocker, Tons 5000	TUESDAY, 24th August.
	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	FRIDAY, 20th Aug., at 5 P.M.
	MIYASAKI MARU, Capt. T. Marai, Tons 5000	FRIDAY, 27th Aug., at 5 P.M.
	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 1st Sept., at Noon.
	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	FRIDAY, 20th Aug.

1 Cargo only.

2 Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Mishima Maru	(Capt. A. E. Moses)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. T. Murai)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. E. Core)	About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1900.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$50
2nd	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEYON, AUSTRALIA, INDIA, AFRICA, MEDITERRANEAN PORTS, FLYMOOTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"CALEDONIA."

Captain W. Hayward, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 21st August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Caledonia, due in London on 3rd October, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 7th August, 1900.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRE."

expected to arrive on or about the 19th August.

For further particulars apply to MESSAGERIES-MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1900.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI."

Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 21st July, 1900.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE."

Captain Daniel, will be despatched as above on or about 15th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. FARE TO LONDON £35.

For further Particulars, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1900.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARNARVONSHIRE."

Captain Ingram, will be despatched as above about 15th instant.

For Freight, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1900.

STEAM TO CANTON

THE New Twin Screw Steel Steamers.

"KWONG TUNG" Capt. R. W. WALKER

"KWONG SAI" Capt. E. S. ORWELL

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These five Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey—\$4. Meals—\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 16th April, 1900.

Shipping—Steamers

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING."

Captain A. E. Gentles, will be despatched for the above Ports on THURSDAY, the 10th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 11th August, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th August, 1900.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VANCOUVER B.C., TACOMA & SEATTLE, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing Date
Aymara	4,262	J. Boyd	1900
Yosemite	6,232	S. Shotton	26th Aug.
Ozama	4,657	F. W. Davies	23rd Sept.
Kumari	6,232	J. Mathie	31st Oct.

* These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Building, Hongkong, 9th August, 1900.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "LENNOX" On or about 10th Sept.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 31st July, 1900.

Intimations

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1900, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE REVENUE PER SHARE LAST YEAR'S DIV.	CLOSING QUOTATIONS.
ESERVE.	AT WORKING ACCOUNT						
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$150,000	\$2,006,314	Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.034	41 1/2 % \$7.050 sellers London £95 1/2
National Bank of China, Limited	100,000	£7	£6	\$1,000,000 \$1,000,000	\$10,223	\$2 (London 3/6) for 1903	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$14 for 1907	71 1/2 % \$195 sellers
North China Insurance Company, Limited	10,000	£15	£1	Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 160,512	Interim of 7/6 for 1908	58 1/2 % Tls. 120.82 & b.
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$8,464,911	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	58 1/2 % \$840 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$7,769	\$12 and bonus \$3 for 1907	71 1/2 % \$235
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$6 and bonus \$2 for 1907	71 1/2 % \$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$568,711	\$27 for 1907	8 1/2 % \$345 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000 \$750,000 \$750,000	\$1,085	\$1 for 1906	7 1/2 % \$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	NIL	\$24 for year ending 30.6.1908	7 1/2 % \$31 b. ex div.
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$1,200,000 \$1,200,000	\$21,170	Interim of \$14 for account 1909	7 1/2 % \$60 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$1,000,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	74 1/2 % \$60 buyers
do. (Deferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$1,000,000	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	74 1/2 % \$60 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,121	\$1.00 for year ending 10.4.1909	4 1/2 % \$26 sa. and b.
"Star" Ferry Company, Limited	10,000	\$10	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$48,681		3 1/2 % \$15 sales
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$2,000,000 \$2,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$137
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000 \$700,000	Dr. \$135,893	\$5 for 1897	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 9,173	Tls. 31 for year ending 31.8.08	Tls. 295 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 1/2 % Tls. 181 sales
Ramb Australian Gold Mining Company, Limited	50,000	£1	£1	\$500,000 \$500,000 \$500,000	Dr. £4,101	No. 12 of 1/- = 48 cents	88 sellers
DOCKS, WHARVES & GODOWNS.							
Farwick (Goo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$3,000,000 \$3,000,000	\$30,102	Final of \$14 making \$34 for 1907	\$60
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000 \$2,500,000	\$38,078	Final of \$4 making \$8 for 1908	12 1/2 % \$61 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 6,16	Final of Tls. 24 for year ending 30.4.09	6 1/2 % Tls. 791 sales
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 697,257 Tls. 697,257	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 145
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 % Tls. 105 sales
General Stores, Limited	50,181	\$15	\$15	\$752,715 \$752,715 \$752,715	\$24,611	\$1.20 on old and 50 cents on first new issue	\$17 buyers
Hongkong Hotel Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$101	Final of \$3 making \$6 for 1908	\$75 ex n.d. b.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000	\$16,475	Interim of 3/- for account 1909	\$45 b. new
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$5,486	60 cents for 1908	\$102 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000	\$278	\$1 for 1908	\$91
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000	Tls. 142,464	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 118 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000	\$1,968	Interim of \$2 for account 1909	8 1/2 % \$44
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,750	Tls. 5 for year ended 31.10.1908	4 1/2 % Tls. 134 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$9,553	50 cents for year ending 31.7.08	6 % 88 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 90 sellers
Lao-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 4,829	Tls. 4 for 1908	Tls. 108 buyers
Say Chee Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000	Tls. 15,911	Tls. 50 for 1906	Tls. 410 sales
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$1,500 \$1,500 \$1,500	£648	1/10 per share for 1907 = 1.037	10 1/2 % \$91 ex div.
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000	NIL	\$1.20 or 1908	\$134 sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$61,137	50 cents for year ended 28.2.06	\$61 sellers
China Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$1,408	80 cents for 1208	\$9.65 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000 \$300,000	\$48	\$1.30 for year ending 31.7.08	\$164 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$3,756	Final of 50 cents making 90 cents for 1908	\$8.20 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$3,570	80 cents for year ending 31.12.08	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$1,195	\$1 and bonus 20 cts. for year ending 30.2.09	\$201 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	\$7,616	Final of \$15 per share making \$19 for 1908	\$195 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$6,790	Interim of \$1 for account 1909	\$14 sellers
Matschappij tot Exploitatie van Landbouwen- dijst in Langkat, Limited	25,000	Gd. 100	Gd. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 146,628	and Quarterly div. of Tls. 124 for account 1909	4 1/2 % Tls. 1,012 sales
Peak Tramway Company, Limited	85,000	\$10	\$10	\$850,000 \$850,000 \$850,000	\$2,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 1/2 % \$14 sales
Peak Tramway Company (new)	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$2,204	\$1 paid shares for year ending 30.4.09	\$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000 \$750,000	\$18,640	None	\$8 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 600,000 Tls. 600,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 146 sales
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000 \$150,000	Dr. \$56,602	None	\$13 sales
Steam Laundry Company, Limited	30,000	\$5	\$5	\$150,000 \$150,000 \$150,000	\$236	40 cents for year ending 31.5.08	\$51 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$1,360	60 cents for year ending 31.12.08	\$13 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$1,360	80 cents on 9,000 ord. shares and \$19.50 on 100 Founders shares for yr. end. 31.5.07	\$13 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	\$2,613	Final of 30 cents for 1908	6 1/2 % \$4 sellers
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$105,000 \$105,000	\$3,95	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	46,800	£1	£1	\$468,000 \$468,000 \$468,000	none	30 % = 6/- per share for year 1908	12 1/2 % \$26.15
do. (partly paid)	103,800	£1	£1	\$1,038,000 \$1,038,000 \$1,038,000	\$11,205	25 % for year ending 31.3.09	\$50 sales
Balgownie Rubber Estate, Limited	6,000	\$10	\$10	\$60,000 \$60,000 \$60,000	none	None	\$2.15
Castlefield Rubber Estate, Limited (fully paid)	24,300	£1	£1	\$243,000 \$243,000 \$243,000	none	None	\$2.15
do. (contributory)	24,300	£1	£1	\$243,000 \$243,000 \$243,000	none	None	\$2.15
Highland & Lowland Para. Rubber Co., (fully paid)	181,444	£1	£1	\$1,814,440 \$1,814,440 \$1,814,440	none	None	\$2.15
do. (contributory)	181,444	£1	£1	\$1,814,440 \$1,814,440 \$1,814,440	none	None	\$2.15
Kuala Lumpur Rubber Co., Limited	8,000	£1	£1	\$80,000 \$80,000 \$80,000	none	3 % for year ending 30.6.08	\$2.15
Linggi Plantations, Limited (ordinary)	900,000	£1	£1	\$9,000,000 \$9,000,000 \$9,000,000	none	6 % for year 1908	nominal
do. (7% pref.)	10,000	£1	£1	\$100,000 \$100,000 \$100,000	none	7 % for year 1908	nominal
Regalla Rubber Company, Limited (ordinary)	21,500	\$10	\$10	\$215,000 \$215,000 \$215,000	none	15 % for year ending 31.12.08	\$2.76
do. (8% pref.)	2,100	\$10	\$10	\$21,000 \$21,000 \$21,000	none		\$2.76
Leadbury Rubber Estates Limited	65,000	£1	£1	\$650,000 \$650,000 \$650,000	none	None	\$2.76
do. (contributory)	40,000	£1	£1	\$400,000 \$400,000 \$400,000	none		\$2.76

*These shares are entitled to half of the profits.

Intimations.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

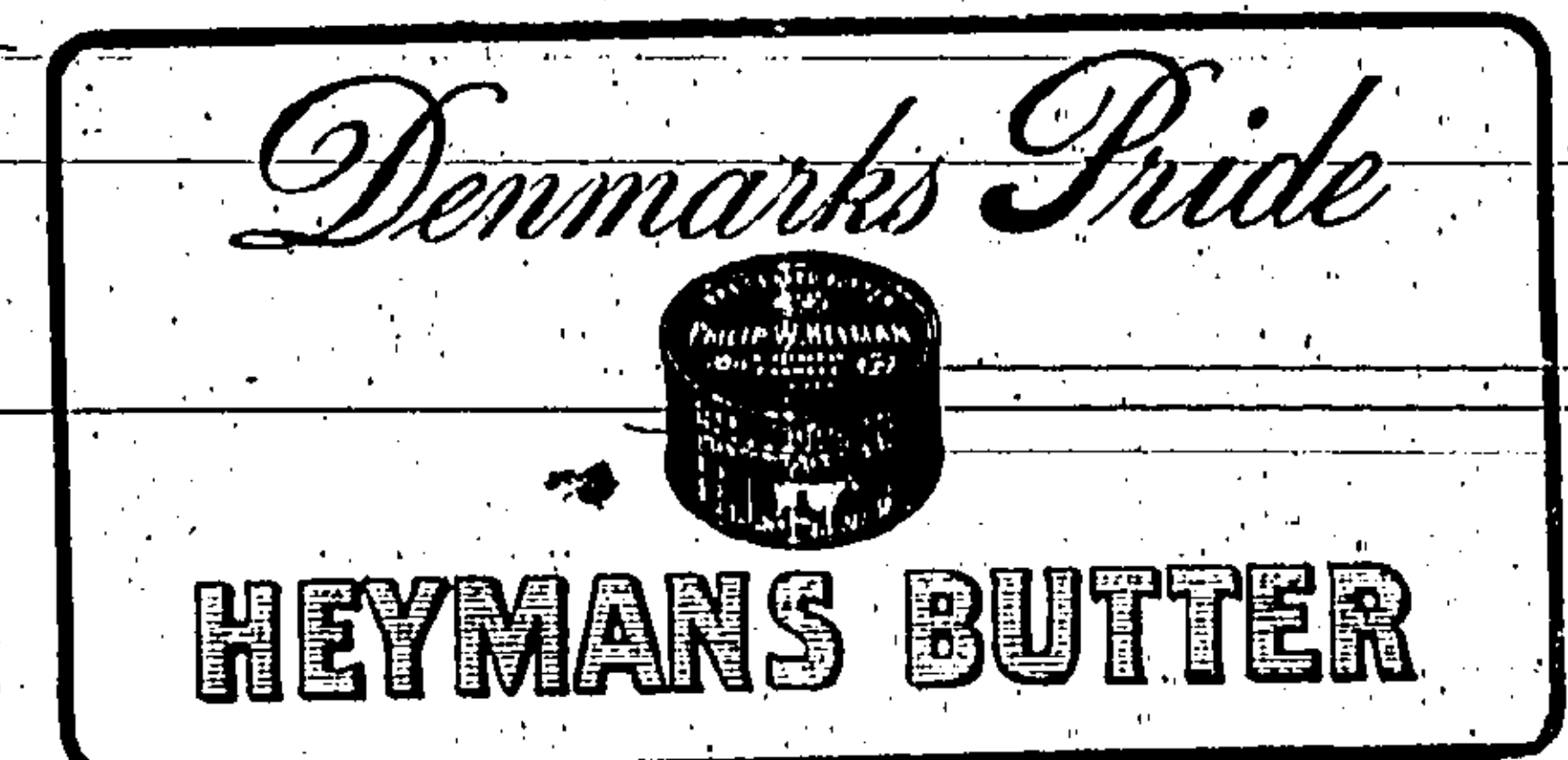
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

358

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

VETARZO BRAIN AND
NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, disordered nervous system, youthful impudence, or other influences incidental to the wear and tear and haste of modern life. It is a powerful tonic, strengthening the brain, nerves, and muscles, and restoring the system to its normal state. It is a powerful tonic, strengthening the brain, nerves, and muscles, and restoring the system to its normal state. It is a powerful tonic, strengthening the brain, nerves, and muscles, and restoring the system to its normal state.

VETARZO BLOOD
MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and restoring the system to its normal state. It is a powerful tonic, strengthening the brain, nerves, and muscles, and restoring the system to its normal state. It is a powerful tonic, strengthening the brain, nerves, and muscles, and restoring the system to its normal state.

Agents for India:—TREACHER AND CO., LTD., BOMBAY, BYCULLA, and POONA.

PARA VENDA.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

GRANDE sortimento de LIVROS

(CAPITAL PAID UP \$1,350,000)

de MISSA em Portuguez, encader-

Loans on Mortgage of House Property, &c.

nados em lindas capas de phantasia

Goods received on Storage.

e de diversas cores.

Advances made on Merchandise.

Precos modicos.

Loans made on the Provident System.

Dirija-se a

(Rates and Particulars on application).

GRACA & CO.

THE OFFICE OF

27, Des Voeux Road.

TRUSTEE, EXECUTOR OF WILLS,

Hongkong, 8 Junho de 1900.